

## AIR CORPS OF 5,130 MAY FADE IN AIR

Col. Delano Faces Peril of Desertion After Handing Out Airy Titles.

### EVERY MAN AN OFFICER

For I'm the Colonel, the Chief of Staff.

And the corps of our air squad.

So whether or not we have a chance or craft.

When we believe we are going to fly.

From the Mustangs of Mortimer.

The publication in the October issue of "General Reports of the First Aviation Corps" by Col. Mortimer Delano, Chief of Staff, with a mythical enrollment of 5,130 officers and men, mostly officers, few if any of whom have ever been persuaded to leave terra firma in any kind of an aircraft, is likely to produce, besides a volume of laughter, more desertions of hitherto unsuspected colonels, captains, majors and others of high degree.

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## AIRMAN STARTS TO-DAY FOR FLIGHT TO NEW ORLEANS

Leaves Pier A at the Battery at 3 P. M. for 2,300 Mile Trip Before Week Ends.

George W. Gorman, a young aviator of San Jose, Cal., announced yesterday that about 3 o'clock this afternoon he would leave Pier A, Battery, for a 2,300 mile flight to New Orleans in a Curtiss flying boat.

Weather permitting he will follow the Atlantic coast except for one jump across country to Washington. He intends to stop at Atlantic City to-night and at Washington to-morrow night. Gorman expects to be at Charleston on Tuesday night, at Jacksonville on Wednesday night and at Key West on Thursday night. Then if his flight is successful he will take the long dash across the Gulf of Mexico to New Orleans.

There was no boasting, no extravagant assertions by Mr. Gorman as he described his plans for THE SUN yesterday afternoon.

"I am making this trip on my own account," he said, "because I believe the machine I have can accomplish the trip without trouble. I am backing myself to do it and there is no exhibition connected with it."

"I have had three years experience in flying over land and water and I prefer the water. I have been for some time in the Curtiss factory and I have a standard Curtiss passenger carrying flying boat in which there has been installed a 200 horse-power motor, the most powerful motor ever put in a machine of the type."

"The machine can make a speed of 100 miles an hour, plus the velocity of the wind. I mean by that the machine can make the 100 miles in still weather and can go as much faster than 100 with the wind helping. It has made that speed without trouble at Hammontonport."

Mr. Gorman's machine arrived yesterday from Hammontonport by express and will be assembled this morning and tried out by him and his mechanic, E. P. Peterson, who will be his sole companion on the voyage. The machine itself has a plane spread of forty feet and has accommodations for four persons. In the trip the space will be taken up by extra parts and gasoline and oil. There will be an extra cylinder, pistons, some wooden parts, wire and propeller.

"I hope to get away about 3 o'clock," said the aviator, "and I want to make the 200 miles to Atlantic City in about two hours. We will fly straight down the harbor to the Hook, skirt out to sea and shoot down the Jersey coast. As nearly as I can estimate we will be in plain sight of the shore all the way down."

The trip from Atlantic City to Washington will be the most ticklish one of the entire trip. In order to save going all the way up the Potomac from the Chesapeake we will have to fly thirty miles overland. That means if we have to land in our boat there will be a smash. Once past that we will be out of trouble.

"The flight from Washington to Charleston will be, I estimate, about 400 miles, and it will be a shoot down the Potomac to the bay, down Pamlico Sound into the ocean and straight down the coast. This will be the longest single flight of the trip. It will be an easy jaunt, however, the schedule is a series of short flights in the end. He spent more than sixty days in getting to his destination."

Other flights have been from St. Louis to Chicago, from Boston to Washington, and from New York to Philadelphia.

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